

CITY OF HAWTHORNE  
BICYCLE TRANSPORTATION PLAN



## Existing Conditions

Hawthorne is located in the northern portion of the South Bay region of Los Angeles County. It is bordered by the City of Inglewood to the north, the cities of El Segundo and Manhattan Beach to the west, the cities of Redondo Beach and Lawndale to the south, the City of Gardena to the east and unincorporated Los Angeles County interspersed throughout Hawthorne. Hawthorne has an ethnically diverse population of over 90,000 people.

Hawthorne’s high population density and preponderance of low income households both contribute to a higher amount of bicycle ridership. In addition, many of its major employment centers are located along its major bike corridors.

The chart below shows the City of Hawthorne’s travel mode levels for its 37,046 commuters as compared to the region, state and nation as a whole. Hawthorne’s numbers are similar to those of the Los Angeles County region but upcoming projects in Hawthorne are designed to increase bicycle ridership.

<b>Mode</b>	<b>Nationwide</b>	<b>California</b>	<b>Los Angeles Co.</b>	<b>Hawthorne</b>
<b>Bicycle</b>	.38%	.83%	.62%	.5%
<b>Drive Alone</b>	75.7%	71.82%	70.36%	71.5%
<b>Carpool</b>	12.19%	14.55%	15.08%	16.4%
<b>Public Transit</b>	4.73%	5.07%	6.58%	6.9%
<b>Walking</b>	2.93%	2.85%	2.93%	2.4%
<b>Other</b>	.7%	.79%	.76%	1.65%

Source: U.S. Census

## Los Angeles County Bicycle Master Plan and New City Projects

Coordination and cooperation with surrounding communities is inherent to all transportation projects but perhaps more so with bicycle-related projects. The City of Hawthorne has worked closely with Los Angeles County to coordinate with the Los Angeles County Bicycle Master Plan. This Master Plan is part of the Mobility Element of Los Angeles County's General Plan and is intended to "guide the development and maintenance of a comprehensive bicycle network." Most recently, the City has designed bicycle corridors and facilities as part of two new major capital improvement projects. These additional corridors will help complete and extend the countywide bicycle network. They will also increase bicycle safety by allowing right of way for bicyclists and making these corridors more visible to motorists.

The first project, Hawthorne Boulevard Improvement Project, is scheduled to be completed 2013. In addition to reconstructing and repair streets and sidewalks, the project will add a Class II Bike Lane to Hawthorne Blvd. between El Segundo Blvd. and Rosecrans Avenue, and a Class III Bike route between Imperial Hwy. and El Segundo Blvd. An additional stretch of Class III bike lane will be extended from along Imperial Highway from Hawthorne Blvd. to the City's western boundary at Inglewood Ave. This will result in a bike corridor that stretches the entire north-south axis of the City of Hawthorne.

The second bicycle corridor improvement slated for the City of Hawthorne will be along El Segundo Blvd., from Crenshaw Blvd. to Hawthorne Blvd. and then to the City's western boundary at El Segundo Blvd and the 405 Freeway. To be completed in 2015, this will connect with the Hawthorne Blvd. Bike Lane to create a network of over four miles of bicycle corridors throughout Hawthorne. These corridors will allow total bicycle access through the City of Hawthorne in all four cardinal directions.

These projects will increase bicycle ridership and are an essential component of the City's efforts to increase overall multi-modal transportation opportunities. The City of Hawthorne is located along major regional bus routes as well as adjacent the Metro Green Line. Thus, commuters have many options for multi-modal transportation to avoid use of personal automobiles.

## Health Benefits of Bicycling

In addition to the health benefits of bicycling as exercise, use of bicycles as an alternative to motorized vehicles provides a significant environmental benefit. Every bicycle trip represents one less car trip and thus reduced emissions. This reduces air pollution as well as greenhouse gas (GHG) production, thus helping to counter the global warming process.

Assuming .5% of commuters ride bicycles, and the average Los Angeles County commute distance is 14.9 miles, the City of Hawthorne's bicycle ridership create an annual emissions reduction as shown below:

CO2e (metric tons)	NOx (lbs)	SOx (lbs)	CO (lbs)	VOCs (lbs)	PM10 (lbs)
302	96	6	21,672	2,273	47

Source: ICLEI

The increase in ridership resulting from the city's upcoming projects will only increase these numbers. Looking forward to 2020, we can anticipate total annual emissions savings of:

CO2e (metric tons)	NOx (lbs)	SOx (lbs)	CO (lbs)	VOCs (lbs)	PM10 (lbs)
326	103	7	23,406	2,455	50

Source: ICLEI

## Future of Bicycling in Hawthorne

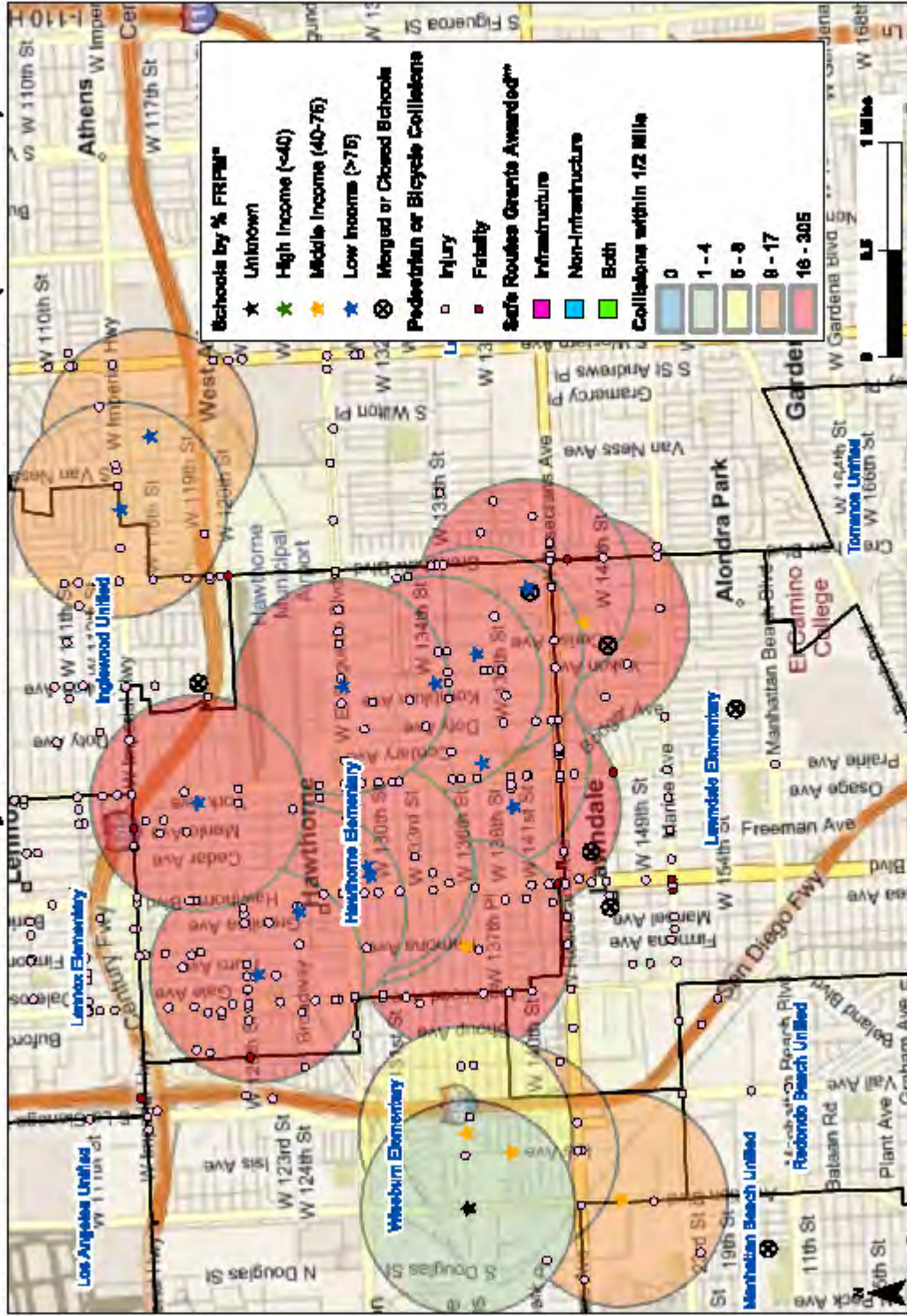
These additional corridors will increase ridership throughout the City and region. This increase will result not only from the additional mileage but also the improved connectivity and safety.

In addition, improvement of the bicycle corridor network will be incorporated all future capital improvement projects to further expand the regional bicycle accessibility. This will include construction of bicycle loop sensors in traffic signal projects, improved signage along bike corridors, bicycle storage facilities and improved connectivity with other modes of transportation.

These policies, in addition to the scheduled Hawthorne Blvd and El Segundo Blvd capital improvement projects, will increase bicycle ridership's share of the overall City of Hawthorne transportation scheme.



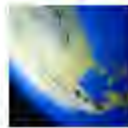
# Hawthorne - Pedestrian or Bicycle Collisions Near School Sites (2006-2008)



\*Schools classified according to percentage of students eligible for the Free/Reduced Price Meal Program (2006).  
 \*\*Safe Routes to School awards include state and federal funding from 2005 - 2010.

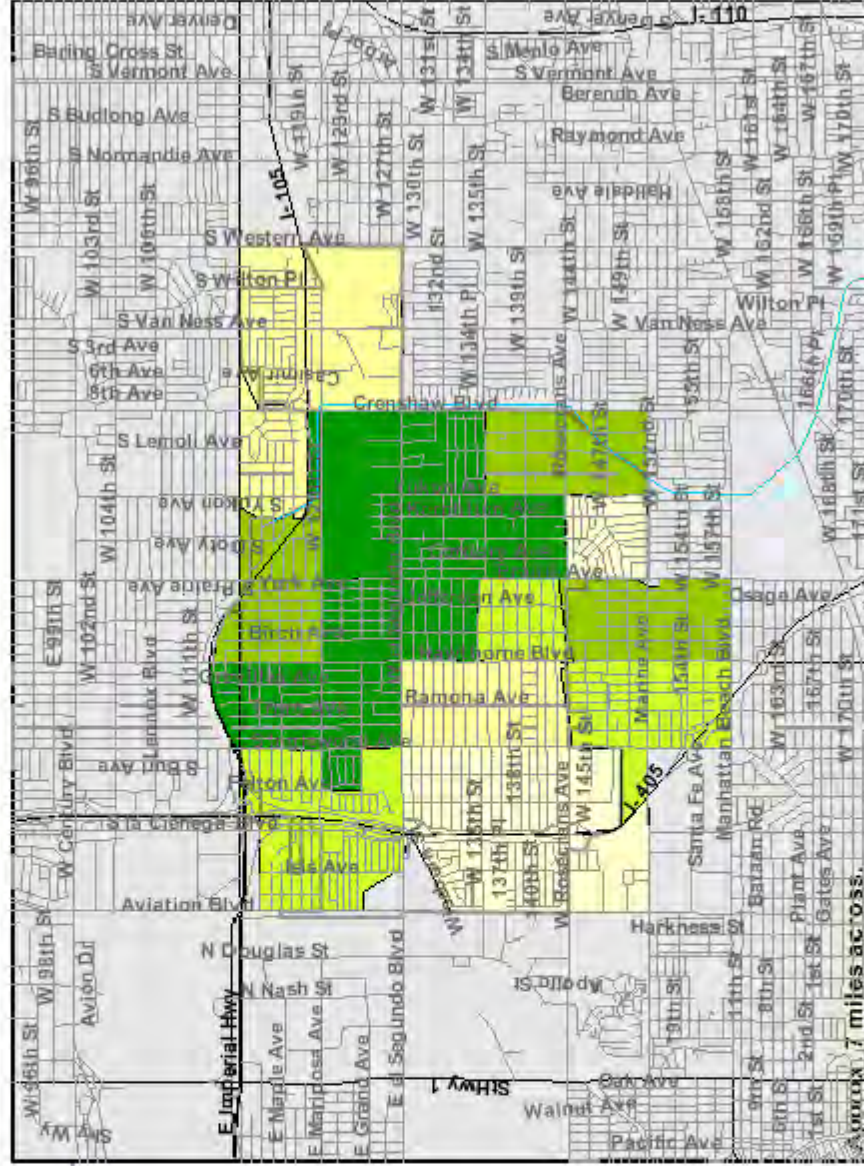
Sources: California Public School Database; SHM TRS 2006-2008; Bing Maps





**TM-P069. Percent of Families Below the Poverty Level in 1999: 2000**  
 Universe: Families  
 Data Set: Census 2000 Summary File 3 (SF 3) - Sample Data  
 90250 5-Digit ZCTA, 902 3-Digit ZCTA by Census Tract

NOTE: Data based on a sample except in P3, P4, H3, and H4. For information on confidentiality protection, sampling error, nonsampling error, definitions, and count corrections see <http://factfinder.census.gov/home/en/datatnotes/lexpsf3.htm>.



**Legend**

**Data Classes**

Percent
0.8 - 1.7
7.1 - 7.8
13.0 - 13.8
18.1 - 21.2
23.8 - 28.0

**Features**

- Major Road
- Street
- Stream/Waterbody
- Stream/Waterbody